

Section V - 2009 King Countywide STP/CMAQ Competition Application

To be used for projects submitted for the following Countywide Programs:

- ❖ Small Jurisdictions Program
- ❖ Larger Jurisdiction Program
- ❖ All Other Agency Program
- ❖ Rural Area Program

This application is available on the King County Web site at

<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCountywideComp.aspx>

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-1812, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION

1	Project title: Avondale Road ITS, Phase 2 (Avondale Road between NE 132nd St and Woodinville Duvall Road) For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).
2	Destination 2030 ID#: In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i> , the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i> , refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm . For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org .
3	a. Sponsoring agency: King County b. Co-sponsor(s) if applicable: <u>Important:</u> For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded. c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No d. If not, which agency will serve as your CA sponsor? (refer to WSDOT's Local Agency Guidelines Manual for information on CA status: http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf
4	Project contact person: Susan Oxholm Address: 201 South Jackson Street, MS: KSC-TR-0317, Seattle, WA 98104-3855 Phone: (206) 296-1984 Fax: (206) 296-0566 E-Mail: susan.oxholm@kingcounty.gov

5 Project description. Please distinguish between the scope of the project and the justification and/or need for the project.

a. Project scope: Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.

The Avondale Road Intelligent Transportation System (ITS), Phase 2 project includes installation of high-speed fiber optic interconnect and optimization of traffic signals. This project will complete the fiber optic installation to Woodinville Duvall Road, for uninterrupted fiber interconnect between SR 520 ramps to Woodinville Duvall Road. The project also includes signal controller upgrade, traffic monitoring cameras, real time travel time devices, and variable message signs.

The Avondale Road ITS, Phase 2 project will connect into the Avondale ITS, Phase I project that ends at NE 132nd St. and the Avondale/Novelty Hill Road ITS project that installed a fiber communication hub at Avondale/Novelty Hill Road for communication between the corridors and the King County and City of Redmond Traffic Management Centers.

b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

The Avondale Road, Phase 2 project is the final phase of the ITS improvements along this highly congested arterial, Phase 1 was funded in 2006. The Avondale corridor is currently carrying 33,000 vehicles per day north of Novelty Hill Road. Forecast volumes for 2010 show 50,000 average daily trips south of the Novelty Hill Road intersection. Of these 50,000 trips 20,000 are traveling to/from Redmond Urban Growth Center and 30,000 onto SR520. Redmond Growth Center has a targeted employment of 10,307 employees per the vision 2030 plan and a targeted population of 7,060. Approximately 34% of the vehicles traveling to and from Avondale Road to Redmond Center are traveling from Woodinville Duvall Road.

The Avondale corridor serves as a primary access for traffic traveling to and from the City of Duvall and the Redmond Ridge and Trilogy Urban Planned Developments (UPDs) located in the northeast rural King County area. Avondale funnels traffic onto SR 520 providing access to the major regional employment and retail centers.

With the completion of the Avondale Road ITS, Phase 2 project, signals will be monitored, synchronized and interconnected along Avondale Road from the Redmond Urban Growth Center to Woodinville Duvall Road, 6.4 miles. This is the final phase of the Avondale ITS project. The project will install a variable message sign on Woodinville Duvall Road alerting eastbound commuters of travel times and any congestion or incidents along Avondale road or SR 520 that will affect their commute. This will provide the traveling public route choice during the commute and help to relieve congestion during an incident by diverting traffic at a major decision point away from the congestion.

The terminus of this project is at Woodinville Duvall Road, which has been identified by the Regional Traffic Operations Committee as one of the top 25 regional corridors that would benefit from ITS improvements. The Avondale Road ITS, Phase 2 project extends the ITS infrastructure to the corridor and enables future expansion of the system.

6	<p>Project location: Avondale Road between NE 132nd Street and Woodinville-Duvall Road</p> <p>a. County(ies) in which project is located: King County</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): NE 132nd Street</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): Woodinville-Duvall Road</p>	
7	<p>Map: 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>	
8	<p>Federal functional classification code (Please select <u>only one</u> code using the table below) 14, Principal Arterial</p> <p>For assistance determining functional classification, contact Stephanie Rossi at 206-971-3054 or srossi@psrc.org.</p> <p>Important: A roadway must be <u>approved</u> on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".</p> <p><u>Examples of exceptions:</u></p> <ul style="list-style-type: none"> Any bicycle and/or pedestrian project. Projects not on a roadway and using CMAQ or other funds Any transit project, including equipment purchase and park-and-ride lot projects. 	
9.	<p>Rural Functional Classifications "Under 5,000 population" (Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p>	<p>Urban Functional Classifications "Over 5,000 population" (Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p>

COUNTYWIDE PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the “2009 King County Countywide Project Evaluation Criteria” before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (70 Points STP, 50 Points CMAQ)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- ☐ Designated Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☐ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☒ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Information on the 2005 adopted Regional Economic Strategy and the targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Chris Strow at 206-971-3051 or cstrow@psrc.org

A. Designated Regional Growth Centers

Instructions: Complete this section (questions 11-13) if you selected “Designated Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections B or C.

11. Center Development. Please address the following:

- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

12. Project’s Benefit to the Center. Please address the following

- Long-Term Benefit. Does the project remedy a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.

- User Groups Supported. Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President's Order for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment).

13. Circulation within the Center. Please address the following.

- Safety and Convenience. Describe how the project improves safe & convenient access to major destinations within the center.
- Intermodal Opportunities and Connections. Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- Travel Choices. Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a "missing" mode.
- System Continuity. Describe how the project completes a physical gap or provides an essential link in the transportation network.
- Parking. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

B. Manufacturing/Industrial Centers

Instructions: Complete this section (question 14) if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2. Do not complete Sections A or C.

14. Mobility and Accessibility. Please address the following:

- Freight Movement. Describe how the project provides opportunities for freight movement.
- Growth Plans and Policies. Describe how the project will benefit or support the development of the manufacturing/industrial center.
- System Continuity. Does the project complete a physical gap, provide an essential link, or remove a barrier in the Freight & Goods component of the Metropolitan Transportation System (See Destination 2030, Technical Appendix 4)? Please describe.
- Safety. Describe how the project improves safety and reduces modal conflicts to help achieve a "seamless" system.
- Improved Commute Access. Describe how the project improves access for one or more modes to major employment sites or access to residential areas outside the center, including opportunities for active transportation.
- Trip Reduction. How does the project promote Commute Trip Reduction (CTR) opportunities?
- User Groups Supported. Describe the user groups (e.g. employees, customers, modal carriers, those identified in the President's Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment) that will benefit from the project.
- Economic Strategy. Describe how the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations."

C. Connecting Corridors

Instructions: Complete this section (questions 15-17) if you selected “Corridors Serving Centers” in question 10, and then proceed directly to Part 2. Do not complete Sections A or B.

15. Benefit to Centers or Manufacturing/Industrial Center. Please address the following:

- Growth Plans and Policies. Describe how this project will benefit or support the housing and employment development of a regional growth and/or manufacturing/industrial center(s). Does it support multiple centers?
- Travel Choices. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
- User Groups Supported. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).
- Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within a center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

The Avondale Road corridor extends from SR 520 to Woodinville Duvall Road. It is a very congested arterial that serves as a commuting route to residents of northeastern King County centers such as the City of Duvall and the Redmond Ridge and Trilogy UPDs leading into the Redmond Urban Growth Center and the surrounding economic cluster development areas. This corridor also funnels traffic to and from SR 520 and SR 202 to destinations in Redmond, Bellevue, Seattle and other major employment Centers.

A very high volume of traffic uses the Woodinville Duvall/Avondale Road routes to commute to and from the Redmond Regional Growth Center and various economic clusters throughout the Redmond area. The Redmond Regional Growth Center has a targeted employment of 10,307 employees and a targeted population of 7,060 per the vision 2030 plan. The ability to interconnect signals, monitor traffic and provide enroute traveler information along Avondale Road will improve travel times for the workforce to the Redmond economic clusters that predominately include Information Technology and Life Sciences clusters.

The ability to move traffic to/from the north and east edge of the City of Redmond will improve economic development in the Regional Growth Center by moving commuters to/from work, clearing the traffic congestion for work related trips, and improve travel time reliability for customers to/from retail centers improving travel time and making the destination more desirable.

16. System Continuity. Please address the following:

- Serving Centers. Describe how this project provides a “logical segment” that links to a regional growth or manufacturing/industrial center.
- Missing Link. Describe how the project fills in a missing link or removes barriers to a center.
- Congestion Relief. Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.

The Avondale Road ITS, Phase 2 project is the final missing link to complete the ITS improvements along Avondale Road between Woodinville Duvall Road, SR 520 and the Redmond Regional Growth Center. The project has been divided into 3 projects: Avondale/Novelty Hill ITS between SR 520 and Novelty Hill Road, Avondale Road ITS, Phase 1, between Novelty and NE 133rd Street with some improvements along SR 202 to complete the Redmond fiber links and Avondale Road ITS, Phase 2, completing the corridor between NE 133rd St and Woodinville Duvall. ITS systems are typically built link by link as resources become available.

One arterial that is equipped with ITS devices can help the travel times of a specific area, but as these ITS systems expand, the ability of traffic engineers to operate arterials at a regional level will become increasingly important and beneficial. By completing the Avondale corridor ITS improvements and coordinating with ITS corridors within Redmond and WSDOT (SR 202) as well as future investments being made on Novelty Hill Road and Union Hill Road, the infrastructure will be in place to cooperate with the partnering agencies of Redmond and WSDOT to coordinate the routes leading to/from SR 520 and Redmond Regional Growth Center. The ability to monitor and operate the arterial routes that have similar destinations and functions cooperatively, will improve traffic flow on each arterial during typical daily commutes as well when there is an incident on one of the routes. .

The variable message signs will also provide the County with a method to alert travelers of congestion on the Avondale route and allow for detouring around the congestion. This, in turn, will reduce the congestion and help to minimize the time it takes to clear traffic through congested area.

The project will relieve congestion by completing the signal interconnect and coordination along Avondale Road allowing for vehicle progression to/from the south links of the corridor. The ability of Redmond and King County to coordinate the signals provides each jurisdiction with the ability to monitor each others signals and compensate for platooning of vehicles from the neighboring jurisdiction's signals.

17. Long-term Benefit/Sustainability. Please address the following:

- Efficiency. How does this project support a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.
- Safety. Describe how this project improves safety and/or reduces modal conflict, and provides opportunities for active transportation.

The Avondale Road ITS, Phase 2 project will create long-term sustainable solutions by completing a vital ITS connection on a high use commuter route between SR 520 and Woodinville Duvall Road. It will also lay the groundwork for continued expansion of ITS technology along routes leading into Avondale Road such as Woodinville Duvall Road, which provides access to rapidly increasing residential development in Southeast Snohomish County, the City of Duvall and the Redmond Ridge and Trilogy UPDs.

PART 2: QUESTIONS FOR ALL PROJECTS

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 18-21).

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.): What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components

of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?

- Bicycle and/or pedestrian facilities: What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).
- Signalization and other ITS improvements: Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e. freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?
- Other: Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. "no idling" signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

ITS projects include signal interconnect, signal synchronization, real time video and data feeds, remote access to signal operation, real time travel time, and variable message signs. The results of these improvements include improved traffic flow, improved speed and reliability for all modes of vehicular traffic. The benefits of these improvements will be reduction in emissions, reduction in idling vehicles and enroute vehicle rerouting around congestion and incidents.

These improvements will build upon and expand existing work that is being done to improve vehicle progression and travel times through the very congested Avondale corridor. Similar ITS improvements on a separate arterial route have shown a decrease in travel time of approximately 17% in the peak hour, peak direction of travel. This would result in an estimated savings of 10% in green house gases or approximately 9300 pounds per year for the 17,700 ADT that travel on the Avondale corridor between NE 133rd St and Woodinville Duvall Road.

Other improvements that we can not measure the effectiveness on green house gas emissions are the pre-trip and enroute traveler information and traveler diversion around congestion and incidents. This will help balance traffic on arterial routes leading to reduced congestion, delay and stops.

E. Project Readiness/Financial Plan (10 Points)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness question (14) and financial plan question (15) below. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is “secured” or “reasonably expected to be secured.” These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 19A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where “Item not yet completed” is selected, and for any additional requirements pertaining to the project, provide details in question 19B, including the estimated schedule for completion.

19A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

(select one) - Section 106 Concurrence.

(select one) - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not Needed b. True Cost Estimate for Right of Way.

Not Needed c. Right-of-way Plans (stamped).

Not Needed d. Relocation Plan (if applicable).

Not Needed e. Right-of-way Certification.

Not Needed f. Certification Audit by WSDOT R/W Analyst.

Not Needed g. Relocation Certification, if applicable.

(select one) - WSDOT Certification Audit of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. Additional information: Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

a. Final FHWA approval of environmental documentations will occur prior to 100% design: ITS projects are typically categorically exempt from BA and Section 106 concurrence and EA or EIS. An Environmental checklist will be completed between the 30% and 70% plan design stage. Typically ITS projects are designed to have no impacts to environmentally sensitive areas and are exempt from SEPA. Please see below schedule.

h. A draft engineer's estimate will be completed at 70% design phase and the final at 100% design phase. Please see below schedule:

j. ITS projects typically do not require environmental permits as they are not impacting any environmentally sensitive areas. The environmental checklist will be completed between 30% and 70% design. Please see below schedule:

- 30% design complete June, 2010
- 70% design complete August, 2010
- 100% design complete November, 2010
- Project Ad: December 2010
- Construction Complete December 2011

20. Financial plan: Please fill out Tables A through D below and corresponding questions E through F.

The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Countywide Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
PE	01/01/2010	CMAQ	\$275,200
CN	01/01/2011	CMAQ	\$1,530,800
Totals:			\$1,806,000

Table B: Existing Secured Funding

Phase	Estimated Obligation date by Phase* (mm/dd/yy)	Source	Amount
PE	01/01/2010	KC Road Fund	\$44,800
CN	01/01/2011	KC Road Fund	\$249,200
TOTAL:			\$294,000

*For tables B and C, "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed Future Funding (Unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation date by Phase (mm/dd/yy)	Source	Amount
			\$
			\$
			\$
			\$
			\$
TOTAL:			\$

Table D: Total Project Cost and Schedule (Please provide the total estimated cost and scheduled completion date for each phase of the project.)

Total Estimated Project Cost		Scheduled Completion of Phases	
Phase	Total Estimated Cost	Phase	Scheduled Completion Date (mm/dd/yy)
Planning:	N/A	Planning:	N/A
Preliminary Engineering/Design:	\$320,000	Preliminary Engineering/Design:	12/31/2010
Right of Way:	N/A	Right of Way:	N/A
Construction:	\$1,780,000	Construction:	12/31/2011
Other (Specify) :	\$	Other (specify) :	
Total Project Cost:	\$2,100,000	Estimated date of completion (i.e. open for use)	12/31/2011

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:






All project phases will be fully completed if requested funding is obtained.

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.






F. Other Considerations (No Points)

21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

Legend

-  Travel Time Equipment
-  Camera
-  Variable Message Sign
-  Avondale Road ITS Phase 2
-  Avondale Road ITS Phase 1

Streets

-  Freeway
-  Principal
-  Minor
-  Collector
-  Local

-  Cities



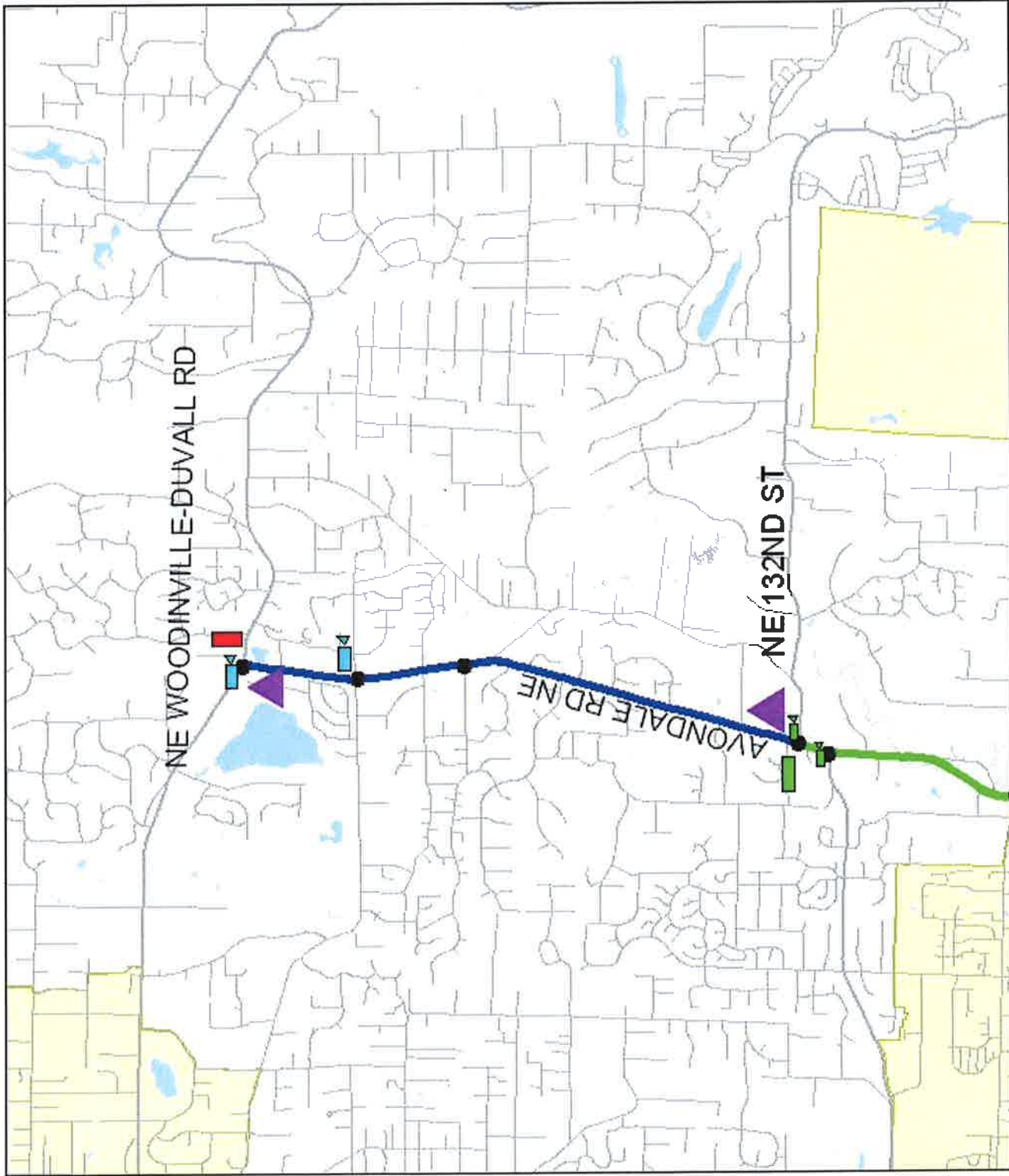
May 16, 2009

0 0.2 0.4 0.6 0.8 1 Miles

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representation or warranty, express or implied, as to accuracy, completeness, timeliness, or fitness for the use of such information. The information is provided for use as a survey product. King County shall make liable for any general, special, limited, incidental, or consequential damages resulting from the use of the information contained on this map. Any sale of this map or information on this map is provided except by written permission of King County.

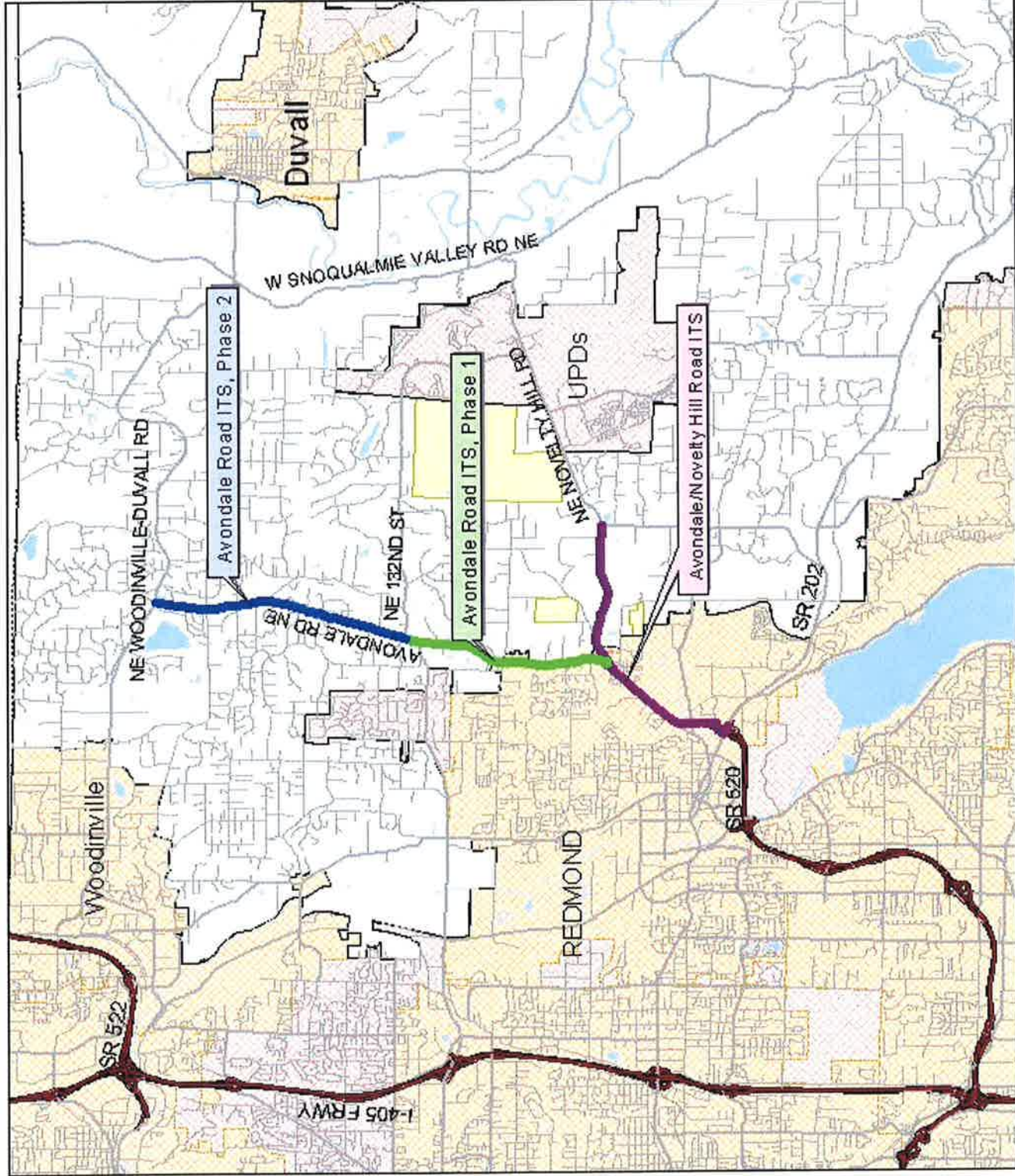


King County



Avondale Road ITS, Phase 2

Project Map



Legend

Avondale ITS Phase 2

Avondale ITS Phase 1

Avondale/NHR ITS

Streets

Freeway

Principal

Minor

Collector

Local

Hydro (polygon)

Rural

Urban

County Boundary

Cities



May 14, 2009

0.3 0 0.3 0.6 0.9 1.2 1.5 Miles

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or fitness for use of such information. The document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or reliance on the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.



King County

Avondale Road ITS

Vicinity Map

